



RACING NOTES

UNTIL within recent years it has been the custom—with, perhaps, some few exceptions—to accept the winners of the classic races as the best of their year—a principle borne out to a great extent by their subsequent performances. It is, however, open to argument whether

some of the classic winners of the last few years have by any means represented the best of their age, and, curiously enough, it has been put forward as an excuse for some of the horses beaten in the classic races, but subsequently proved by their running to be better than the winners of those races, that they were not at the time fit. It might, one would think, be safely assumed that a trainer would spare no effort to send a horse out at the very top of his form, thoroughly trained, to compete for one of the fine classic races of the year. How, then, does it come to pass that nowadays, especially in connection with the Derby, trainers appear to find it impossible to get their horses ready in time for a race of such importance? That they cannot do so is the more strange, because it is generally accepted—with reason, I trust—that the modern thorough-bred is more forward in growth and development than his predecessors. The problem is, to my mind, exceedingly difficult to solve—possibly, indeed, it has no solid basis, for it may be that in former years the same state of affairs prevailed. This I do not, however, believe, because, taking them all round, there is much evidence in favour of the belief that the winners of the Derby and the St. Leger were, in fact, the best of their age. Accepting for the moment the proposition submitted in the foregoing lines, is it to be explained by the fact that, although more forward in growth and development than those of former years, thorough-breds of to-day are more difficult to train and less capable of supporting the strain of training? Have the seasons so altered that trainers find it more difficult to work their horses in the earlier months of the year? Or is the old school of trainers, men who knew how to time the preparation of a race-horse almost to a day, dying out without leaving their skill and knowledge behind them? It is commonly said that it is just as easy to get a horse "fit" to run for the Derby as it is to send a plater out in

racing condition; but I am by no means sure about that. A plater has many opportunities, a Derby horse but one. An extra gallop or two or a little easing up, as the case may be, may serve to rectify an error in the training of a plater; but only once in his life can a horse hope to win the Derby. On Derby Day, that very day, he has got to be at the very highest point of condition and muscular

development. To get him in that condition on that particular day is the business of his trainer, and in that—I am not, of course, alluding to unsound horses—some modern trainers have, according to their own admissions, failed. I have in mind two, if not three, recent races for the Derby in which the winner, subsequently beaten by several of the horses who finished behind him at Epsom, won purely and simply because he or she—there was a "she"—happened to be the only thoroughly trained animal in the race. Surely something is wrong, but what? I do not know that it really has much to do with the matter, but it may have some bearing upon it. I mean this, that the Derby winners do seem to come from what may be called "private" stables, stables which do not concern themselves much about the winning of unimportant races or selling plates, stables in which there are no conflicting interests, and presided over by trainers who have in consequence less to distract their attention than those who have to please half a dozen masters and get their horses ready as best they can to run in all sorts of races. There it is, be the explanation what it may, the fact remains that if it be true that recent Derbies have been won and lost purely by the fitness or unfitness of the runners, then the great classic race has not been won by the best of the three year olds. Spear-mint—the winner in 1908—we may, I think, accept as having been clearly the best colt of his year. Can we say as much for Cicero

or St. Amant? Ought Signorinetta to have won in 1910? What sort of a Derby winner was Minoru? And how about Tagalie? to say nothing of Aboyeur or the disqualified Craganour, both of whom have, by the way, already taken their departure from these shores, the latter for the Argentine, the former for Russia, where he will join Minoru, winner of the memorable Derby of 1909. The great Doncaster bloodstock sales will be to all intents and purposes over by the time this issue of COUNTRY LIFE makes its appearance; but no matter what price they may have paid for them, buyers of stock got by Desmond will derive some satisfaction by comparing the earnings of some of the two year olds with the money given for them last year. Sir E. Cassel



W. A. Rouch.

THE TETRARCH.

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Winner of the Champagne Stakes. Never yet beaten, and by many considered the horse of the century.

gave 3,200 guineas for Hapsburg, by Desmond out of Altessse, and up to now Hapsburg has earned 4,447 sovs. in stakes. Stornoway, by Desmond out of Sisterlike, cost Mr. E. Hulton 5,000 guineas, all of which the colt has returned with a surplus of close on 400 sovs. Lord Derby gave 3,000 guineas for Glorvina, by Desmond out of Veneration II.,

and the filly has got back just a third of her purchase-money already. Evansdale, by Desmond out of Little Eva, was sold to Mr. Kennedy Jones for 3,400 guineas. An attack of coughing has kept the colt back, and he is only just now beginning to get into anything like condition, but he was only beaten a head in the Gimcrack Stakes, and there is more than a probability that he will repay his purchase money with interest. So that, one way and another, money spent in the purchase of Desmond's stock seems to be a reasonably sound form of speculation.

The weights for the Cesarewitch and the Cambridgeshire were published last week, but there is little use in discussing them in detail till the acceptances are to hand. Meantime a casual glance at Mr. Dawkins' work seems to suggest that among the acceptances for the Cesarewitch we may expect to find such as Lance Chest (8st. 12lb.), Rivoli (8st. 10lb.), King Midas (8st. 11lb.), Florist (7st. 11lb.), Crown Jewel (7st. 4lb.) and Charlton (6st. 7lb.). Among those content with the weights allotted to them in the Cambridgeshire should be Fairy King and Thistleton (both 8st. 2lb.), White Magic (7st. 11lb.), Tuxedo (7st. 4lb.) and Santair (7st. 8lb.).

TRENTON.

KENNEL NOTES.

OVER TWO MILLION DOGS.

THE canine population of the United Kingdom is now well over two millions. According to the Board of Agriculture returns last year, 1,756,277 licences were taken out in England and Wales; in Scotland the numbers were a modest 126,728. The latest figures for Ireland are not before me, but there is not much doubt they are in excess of the 503,614 of two years ago. This furnishes us with an aggregate of over two million six hundred thousand if we allow also for the exemptions, which, I believe, are over a quarter of a million. A friend to whom I mentioned the matter replied without thinking: "I'm not surprised. Look at the packs of hounds." He little realised how infinitesimal a proportion of the whole may be attributed to foxhounds, harriers and beagles, and I daresay, if tackled on the spur of the moment, most of us would fall into the same error. Going somewhat carefully into figures, I find last year's Hound List in the COUNTRY LIFE Supplement gave 173 packs of foxhounds to England and Wales, 25 to Ireland and 11 to Scotland. Harriers, beagles, staghounds and draghounds put on slightly over another two hundred. Without going into unnecessary details I cannot say exactly how many couples are represented. A few of the most important foxhound packs vary from sixty to seventy-five couples, many are between thirty and fifty, and some of the most modest fall as low as nine or ten. Were we to strike the average at one hundred individuals for the 206 packs of foxhounds, we should not be underestimating the numbers, and this would produce a grand total of 20,600. A very few harrier packs exceed thirty couples, most being content with eighteen or twenty, and the beagle average would work out at about fifteen couples. As the sheepdogs presumably come under the exemptions, we are left face to face with a vast army of dogs, many used for sport, such as the innumerable terriers and the fewer gundogs, others kept purely as companions, and a great many coming from exhibition kennels. No wonder many important industries have been created for the purpose of ministering to the needs of man's first and best friend in the animal creation. The pursuit of breeding prize dogs in itself must mean the turning over of considerable sums of money each year in the purchase of foods and accessories, payment of rents and railway fares. Shipping companies, too, participate owing to the large export trade with other countries.

RAPID INCREASES.

Although no doubt the natural love of the average man and woman for a dog of some sort or all sorts would be responsible for the existence of many thousands, I cannot help thinking that a considerable portion of the remarkable increase is almost directly due to the influence of shows. Apart entirely from the growth of the hobby, we have to remember the many thousands who by visiting these exhibitions in the course of a year and contemplating the many beautiful varieties to be seen at their best are stimulated with a desire to purchase one or more pedigree animals. Up to the middle of last month 608 shows had been held in various parts of the Kingdom, these being twenty-three in advance of last year at the same date. Unfortunately, I have not kept myself posted with the figures for each year issued by the Board of Agriculture, but I find that 50,394 more licences were taken out in England and Wales last year than in the previous, and 5,770 more in Scotland. Since 1907 the total has gone up by 116,260, and the gain in the ten years preceding was close on 400,000. Those of us who have observed closely the trend of affairs during the last fifteen or twenty years will probably draw the conclusion that this considerable augmentation

runs concurrently with a rapidly growing interest in dog showing. So far as one can observe, there is no weakening in the popularity of the pursuit, and I see no reason at present why there should be. The British race is by no means peculiar in its attachment to the dog. France, we know, possesses many beautiful varieties of hounds, and the taste for shooting-dogs and pedigree animals has spread from Great Britain across the narrow seas. On the whole the French people own more dogs than we do, taxes being paid now on over three and three-quarter millions, or more than double the number of 1872. Parisians alone are said to own 170,000. We have only to cross the border into Germany to witness a similar phenomenon. Last year the tax in Berlin realised M.35,000 above that of 1911. This tax, by the way, is on a par with our own, being M.7 50; but French owners are more fortunate, the impost varying from 10fr. down to 1fr. South Africa, India, Ceylon—all take up the story, each country, in spite of climatic drawbacks and geographical difficulties, becomes more doggy every year; while in the United States money is poured out like water over a mill-dam in order that one wealthy man may get his kennel in front of that of another. So long as the best can be had, little account seems to be made of the dollars that are paid for it. I often wonder that some millionaire has never attempted to buy the Quorn, Belvoir or Pythchley Packs as a going concern. Only this last week those two energetic ladies, Miss Algiers and Miss Grace, who own a magnificent kennel of poodles, have set up something like a record for this breed by paying Mr. Sidney Page £150 for Champion Monte Christo Abbé Faria. Of course, it by no means follows that a long price is an extravagance, for in acquiring a really outstanding specimen a few pounds more or less do not matter much, especially when we consider how easy it is to fritter away as much on a number of worthless dogs and bitches who will never get us anywhere, however long we go on trying. Many a man has thrown up the game in despair simply because he has been afraid to pay decently for the right thing, working on the hypothesis that cheap stuff is good enough if he only has plenty of it.

A. CROXTON SMITH.

CORRESPONDENCE.

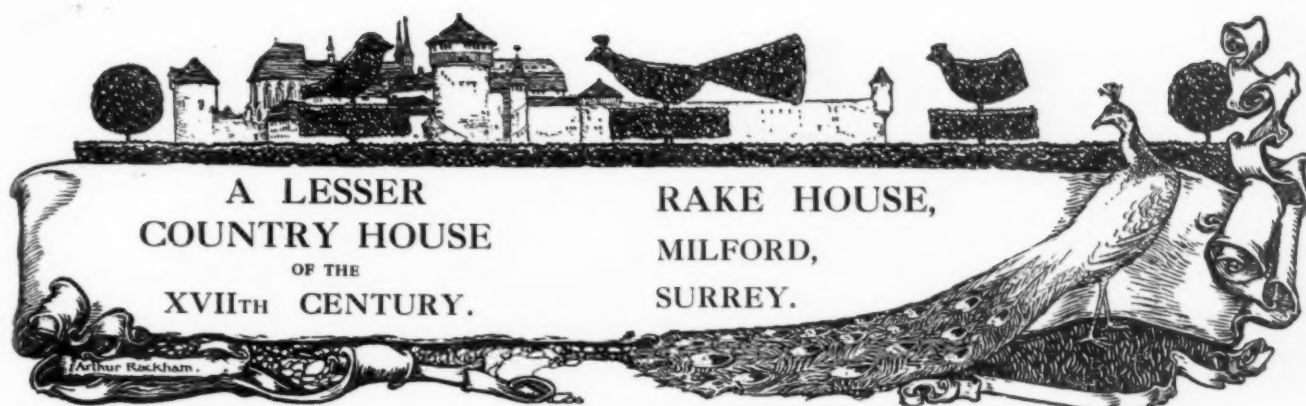
SWELLINGS BETWEEN THE TOES.

SIR,—In "Kennel Notes" in your issue of the 9th ult., I notice "Swellings between the toes as the result of an injury or arising from an eczematous condition are far from rare," etc. I have a black spaniel very subject to these swellings, which are very painful until they break, when they soon heal. Can you tell me the cause of these swellings and how to prevent them? The dog appears to be in good health; he has two meals a day, partly biscuit and partly meat. If I do not feed him up well he gets a discharge round his eyes similar to a dog with distemper. If you can help me I shall be grateful.—J. H. GODDING.

[These swellings seem to be constitutional in some dogs. When they appear, poultice and open as recommended a few weeks ago, or paint with tincture of iodine. As a preventive treatment, try occasional doses of Epsom salts and a course of arsenic—three drops of liquor arsenicalis in two teaspoonfuls of water twice a day after food. Continue for a fortnight, then cease, and resume again if the swellings reappear.—ED.]

CANINE INTELLIGENCE.

SIR,—Cultivators of fruit all the world over have generally to contend with many enemies, but I think here at Binsar, in the Kumaon Hills of the Himalayas, we have more than our fair share of these—birds, monkeys, bears, bear-cats, chitrolas, porcupines, etc., not to mention the species Homo and the many insect pests, all of whom take their toll. Of these, perhaps the worst thieves, and the most persistent, are the birds; especially so are all the many varieties of jays. Two or three of these latter pilfering little beggars will easily eat and destroy fifty to eighty pounds of apples and pears in a day. They are so bold and fearless that it is only with much trouble and expense they can be kept within reasonable bounds, and fruit-growers hereabouts are obliged to keep a large number of boys—being the lesser of the two evils—for this special purpose. A neighbour of mine has, however, had the difficulty partly solved for her in a very unusual way. She has a dog, of no special breeding, but largely of spaniel strain, which in a remarkably intelligent way has learnt to scare the birds away from her orchard, and in its capacity as a bird-scarer would be worth almost its weight in gold to anyone who went in for fruit-growing as a livelihood. Dick's *modus operandi* is as follows: The "mali" (gardener) has hung empty kerosene oil tins in various parts of the garden, to which strings are attached, which all connect with a single rope, the end of which lies conveniently at hand near the mali's house, so that he can give it a tug and set all the tins rattling at any time, day or night. Dick watched how the mali used to scare the birds in this way, and soon "caught on," and it was not long before he began to follow suit. Now he frequently runs down to the mali's house and seizes the rope between his teeth and pulls and jerks it violently, making the tins rattle again. Then he drops the rope and makes a tour of the orchard at full speed, evidently with a view to ascertaining whether his manoeuvres have been successful. At other times one has only to say "Shoo Dick," and off he will go straight for the rope. Indeed, so zealous has he been in his bird-scaring operations that it has been found necessary to repair the rope several times during the present fruit season. There is, of course, hardly any limit to the intelligence of some dogs of certain breeds, but the present case appears to me all the more remarkable in that Dick was never trained to his bird-scaring habit. He must have reasoned a lot in his mind at times when he saw the mali tugging at the rope which made the tins clang and the birds to fly for their lives. And yet it is said that animals cannot reason! I regret I have no photograph to send you.—R. E. MOLESWORTH (Lieutenant-Colonel), Binsar, Almora, U.P., India.



THE history of Rake House, Milford, is of unusual interest and variety. We may pass over its early possession by Jasper, Duke of Bedford, and the curious proceedings against John Mellershe, tenant of Rake in 1576, in respect of inundations to his neighbour's lands caused by improvements to his watermill. The lake which now stretches out so placidly in front of Archdeacon Potter's home was the occasion of much ill-feeling, and of more than one solemn Commission of Enquiry whereon sat sundry knights and gentlemen to settle the dispute about the mill-pond. For all these details, and many others on which it is impossible to touch in this article, the curious reader may be referred to the admirable paper which Mr. Montague Giuseppe, F.S.A., contributed to Vol. XVIII. of "The Surrey Archaeological Collections."

We are concerned here mainly with the house, which was built, or, at least, so much remodelled as to make it practically new, at the beginning of the seventeenth century. The accompanying plan, reproduced by kind permission of Mr. Ralph Nevill, F.S.A., shows the extent of the house up to late in the nineteenth century. Henry Bell, who also called himself Tanner at times, was one of the very interesting class of rich retired courtiers who settled in Surrey about the end of the sixteenth century. He had held office at the Court of Elizabeth, and became Clerk Comptroller of the Household of

James I. He seems never to have married, and concerned himself therefore with the welfare of his sister Elizabeth and



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EAST FRONT.

"COUNTRY LIFE."

her son and grandson. Henry Bell bought Rake from the Mellershes about 1592, and built the present house (or more probably added to the old mill house) ten years later, for the

date 1602 is carved on the attractive mantel-piece in what is now the morning-room. Bell's brother-in-law, Henry Smith, may possibly have lived with his wife at Rake, but Bell never gave up control of his house, though he afterwards became possessed of Witley Manor. His kindly interest in his nephew, Anthony Smith, is shown by the fact that Anthony became one of the Clerks of the Spicery to James I. When this Anthony's son, another Anthony, was about to marry Joan Hoare of Farnham in 1629, Henry Bell, then an old man, effected a settlement of all his real property, including Rake, so that it might go on his death to young Anthony and his heirs for ever. These



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ENTRANCE FRONT FROM ACROSS THE LAKE.

"COUNTRY LIFE."

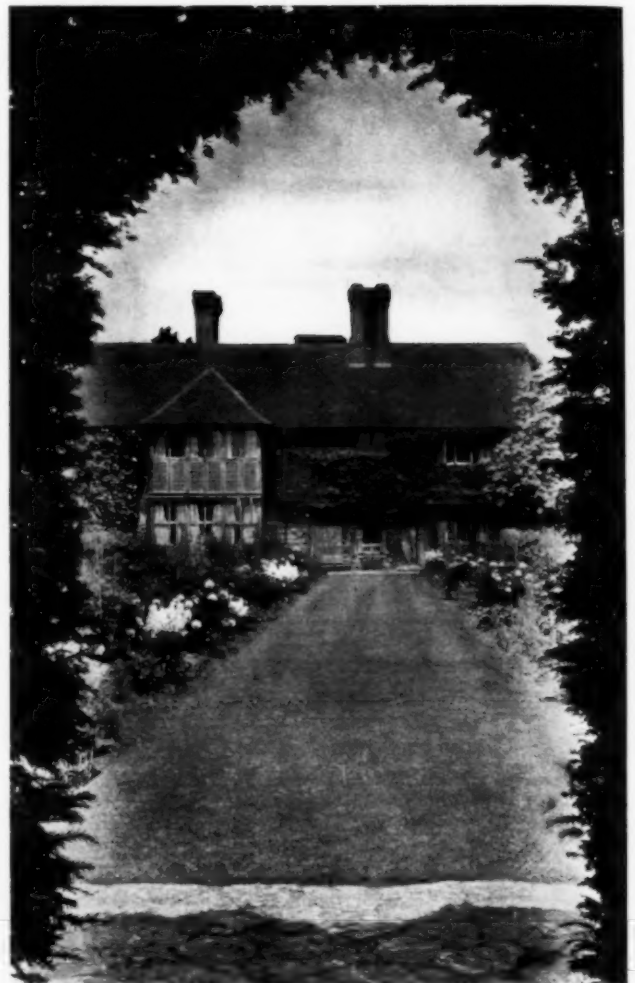
Smiths came originally from Yorkshire and settled at Merrow, near Guildford, and various members of the family appear in the local history of their day. They seem to have been people of substance, which was much increased by Bell's bequests, and their coats-of-arms, handsomely blazoned on stained glass, still adorn the house of Rake. It remained much as Bell left it until 1882, when Mr. Ralph Nevill was called in to restore it. He found that the windows of the parlours had been replaced owing to decay, but that otherwise the house had been little altered, save for the addition of a lean-to on the garden front. The disposition of the rooms as they then were is of particular interest, because it marks an early stage in the disappearance of the central hall as the main feature of the English house. Mr. Nevill supposes that the room marked

"Hall" on the plan of Rake, as it then was, was, even in Bell's time, used not as the main sitting-room, but as the kitchen, and that the two parlours were used by Bell as his living-rooms. The two apartments on the other side of the hall were probably the buttery and pantry. The arrangement of the parlour wing, with its great chimney stack dividing the two rooms, became typical later, as Mr. Nevill



NEW PORCH AND OLD CHIMNEY.

points out in a paper on the house which follows Mr. Giuseppi's account in the Surrey volume. Another striking feature is the arrangement of the staircase. Mr. Gotch has pointed out that the genesis of the balustraded stair is obscure, but the Rake example fills a gap in the development from the earliest type of stair, which wound round a continuous newel or was built round solid walls.



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THE SOUTH SIDE.

"C.L."

At Rake the stairs ascend in short flights round a frame consisting of four oak corner posts. The space thus enclosed was filled with stud and plaster partitions flush with the posts; the framing is continued to about three feet above the level of the top landing, and is finished with an oak table top. The next stage in the development of the English staircase was to leave out the plaster between the corner-

posts and substitute a handrail and balusters or flat shaped slats, and at the same time to cut the posts and treat the tops as ornamental newels.

Mr. Nevill carried out his restorations at a time when such work was not so well understood as it is to-day, and the building suffered somewhat. The original windows of the east front were replaced by bays of a somewhat unattractive type, but fortunately the staircase was left untouched. The front entrance porch was added at the same time. Many years later Mr. Lutyens was called in by a new owner and built the new kitchen wing of the house with his usual skill.



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FROM THE SOUTH-WEST.

"COUNTRY LIFE."



THE NEW LODGE

and judgment, but at that time the previous restorations were left alone. Some years afterwards Mrs. Beresford Potter acquired the house, and Mr. Baillie Scott was called in to advise. Mr. Scott found that some of the "half-timber" work done in the

were removed and tile-hanging substituted. The new drawing-room was also added, the interior of which, with its delightful plaster ceiling, appears in one of our pictures. The new entrance lodge was built in honest half-timber work. It will be seen that Rake has had a chequered history, and it still shows marks of injudicious handling, but its picturesqueness remains. Few houses



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RAKE: THE DINING-ROOM.

"COUNTRY LIFE."



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THE NEW DRAWING-ROOM.

"COUNTRY LIFE."

eighties consisted of deal boards an inch thick, nailed on and painted black. These

can boast such an attractive natural setting—as our pictures sufficiently attest. The treatment of the gardens helps the general effect: the lawn at the back secluded by tall brick walls; the yew arch on the south-east side through which Mr. Baillie Scott's new work is seen invitingly across a fore-ground of grass and gay herbaceous borders, and, above all, the richness of the turf, smooth as velvet after centuries of careful tending—all these conspire with the tree-girt lake to give the house its ideal setting.

A great square pigeon-cote remains in the grounds. It may well be part of Henry Bell's work, and is an unusual appendage to a Surrey house.

If the middle of the nineteenth century may fairly be called the Age of "Restoration," some name will need hereafter to be found for the present time, when people are busy in undoing that "restoration" work. We are more clever in catch-the old spirit when additions have to be made, but this very cleverness will make problems for the antiquary of the future.

L. W.



RAKE: PLAN BEFORE ENLARGEMENT

GROUND FLOOR PLAN OF RAKE TO-DAY.

O'ER FIELD AND FURROW.

STAG-HUNTING AND CUB-HUNTING.

HUNTING on Exmoor is always different from all other kinds of sport. First and above all there is its background, the moor, so wide and, when you are alone with it, so forbidding. I have ridden for many hours alone in Eastern deserts, and tramped through jungles, but no place I have been in casts so deep a sense of gloom as Exmoor when you are by yourself, jogging along in the gathering dusk, or with rain-brewing, thundery, grey and purple clouds overhead, such as we have had lately. It is only when hounds are running and one strains one's eyes to keep in sight the white specks in the heather, the touch of colour of the pink coats, and sees the purple heather glowing in the sunlight, and watches the joyous holiday crowd round us that Exmoor really delights as well as attracts us. It is the contrasts and surprises of stag-hunting that make it so interesting. At one time we are riding at a sweeping gallop close to the hounds; then they turn, cross a ridge, and disappear, and perhaps for half an hour one pushes on doggedly to the sound of a horn doubled in the chase or the occasional note of a hound proclaiming the scent. Then a stag comes up out of the wooded combs, and the hounds stream and strain after him, and we are in the hunt again, and the heather and the grey grass are alive with life and pleasure. There were a few days of hunting in August after the burst of sport with which the season began, when the chase was nearly as dull and uneventful as it can be. Then came mist and cloud and dulness overhead and the strange oppression of thunder in the air—days when one said: "Hounds cannot possibly run to-day"; but they did, with a life, a vigour, and a drive that made the chase of the red deer almost like the hunting of the fox. Probably those who guide the fortunes of the hunt thought, as we did, that there would be no scent, and for this reason the pack was laid on without any delay that could be avoided. There were three such days in quick succession. First, the big Hawkrigge stag, when the tufters never spoke, in Bradley Wood. The huntsman found his stag himself, and roused him. Then the tufters threw their tongues fiercely. Nor was it long to wait before the hounds came up and were laid on. For a few moments they flashed and drove as if intoxicated with the scent, and then settled to hunt as the stag, fairly alarmed at the clamour, left behind him his foes, or strove to do so. Hounds ran as if they could view their stag, and set a pace scarcely any horse could live with in that involved and intricate country. All this time the stag was being driven forward. For a few moments he flung himself down to catch his wind, but hounds were upon him and around him, and he was driven down to the river and the end. Or, again, Brendon Two Gates was the fixture, and two harboured stags were roused. They soon divided, and the pack was laid on by the village of Cheriton. There was no difficulty in seeing where to go, but the line led over the Chains and across three stretches of grey and brown grass, which makes us look out for soft places. The going was wonderfully dry and firm, and people fell about very little. What a scent there was, and of two fresh stags hounds seemed to take no notice at all. The going improved near Driver Cott, and horses more than held their own. Then, right in front, the stag sprang up from a soiling pit and turned down to the River Barle with hounds almost in view. A moment later some hounds caught a view of him. One last effort up from the water. But there is no need to follow. The stag that climbs straight up is a beaten stag. He will, as this one did, inevitably come down again, and below Simonsbath he made his last stand. The third day's hunt was from North Molton after a light stag, and in just ten minutes over the hour hounds killed. The field meanwhile simply riding by occasional glimpses and guesswork, among lanes and enclosures until they reached the place where the stag was already taken by some labourers who were at dinner. These were all hunts out of the common. The two last showed a burning scent just when one would have thought there would be none at all.

THE HUNTING POLICEMAN OF OLD CLEEVE.

Old Somersetshire sportsmen will be sorry to hear that the "man in blue" is dead. To many of them the hunting policeman was a legend, and the tourists who visited Cleeve Abbey, one of the most perfect relics of a Cistercian monastery remaining to us, hardly recognised in old Clapp, the caretaker, the famous sportsman of a past generation. How Charles Clapp reconciled his sport and his passion for hunting with his duties as a policeman is a puzzle I will not try to solve, but he managed to be present at most fixtures of hounds, and not seldom saw the finish as well as the beginning of the run. He had a fine physique, lived a temperate

life, was light of limb and clear of wind, but these were not his only, scarcely even his chief, equipment for the chase. Clapp was a master of woodcraft. He knew the haunts of the foxes, he divined the line they would take, and, of course, every inch of the country was as well known to him as to the fox himself. Latterly he had to ride or to drive in his pony cart, and at eighty-three this born sportsman and field naturalist passed away. With him we have lost a link with the Somersetshire life and sports of the past.

LORD HARRINGTON.

Lord Harrington told us the other day that if he lived until January he would be seventy years of age. He is entering on his thirty-second season of mastership with the South Notts Hounds. During that time he has made a pack of hounds second to none in the Kingdom, and has hunted them, carrying the horn himself, five or six days a week. For a great part of the time he was one of the leading polo-players, and was a member of the famous Sussex team, of which the brothers Peat were the other members. This year the judges at his puppy show remarked that the South Notts entry was the best they had seen, and the kennel huntsman, Earp, thinks it one of the most promising Lord Harrington has had in late years, and that is saying a great deal. The hounds have already been out several times. Like other packs they have found scent against them in covert, though outside hounds could run well enough.

THE QUORN AND COTTESMORE.

There are not a great many people outside Leicestershire who recollect when a former Lord Ferrers hunted a very excellent pack of hounds from Staunton Harold. This was a capital two days a week country in a remote corner of Leicestershire, and a former Lord Ferrers, with Gillson, afterwards huntsman to the Cottesmore, showed excellent sport to a very select field. The then Lord Ferrers used to draw Donnington, which was chosen for the opening of the Quorn cub-hunting season. The Donnington Woods are not very large, but they afford excellent lying for foxes, and are likely to be well looked after now that Major F. Gretton is owner of Donnington. Leaf found plenty of cubs in the coverts, but there was no scent. A cub was no sooner found than he was lost. When hounds were but a few yards behind their fox they could not hunt at all. In the end they had to go home without blood. The Quorn have two new whippers-in, both sons of well-known huntsmen—Nimrod Capell, whose father hunts the Blankney, is first whipper-in, and a son of Arthur Thatcher is second. It seems as if hunting hounds runs in families. Young Thatcher must be the third or fourth generation of hunt servants in direct succession. The Cottesmore, with Mr Strawbridge and Norman as Master and huntsman, have had an excellent season so far, with cubs in plenty in Wardley Wood—but whoever knew Sir Arthur Fludyer's woods short of foxes?—cubs at Stapleford and Wymondham Roughs, and a nice little spin in the open for sixteen minutes as hard as hounds could go. I hear they have a remarkable entry of young hounds this year, and my experience is that good looks and good work generally go together. There is much of the South Cheshire blood, brought in by Lord Lonsdale, in the present kennel, and it is just beginning to show its good results. Mr. Strawbridge has got together a very nice lot of hounds, and the Cottesmore should have a first-rate season.

THE YSTRAD AND LORD TREDEGAR'S HOUNDS.

This is a pack of pure Welsh hounds which has hunted a wide and rough country in Wales for many years. Lord Tredegar (who, as Colonel Morgan, used to hunt his uncle's—the late Viscount Tredegar's—hounds) has joined Colonel Lewis in the Mastership of this pack, and they will for the future hunt nearly the whole of the former Tredegar country as well as their own. Some years ago the Pentyrch country was absorbed by the Ystrad. The Llangibby will have a small corner of the late Lord Tredegar's country. These pure Welsh hounds are keen, free with their tongues, very close hunters, and not so inclined as our English foxhounds to change on to a fresh scent. They never break up their foxes when they have killed them.

THE FOUR BURROW HOUNDS.

There is in this case another instance of a young and rising Hunt absorbing an older one or a part of it. Three years ago the St. Columb and Newquay were a pack of harriers founded and hunted by Mr. Cardell, the father of the present Master. They hunted foxes, no doubt, occasionally, since no foxhounds had, or at all events exercised, claims over their country. Then the harriers became foxhounds, and now they are to draw a part of the old Four Burrow country. The rest of that country hopes to have a Master of its own to hunt two days a week under the title of the

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COUNTRY HOUSE LIGHTING.

A LETTER

from

Sir John Twigg,
The Red House,
Mettingham,
Bungay.

"Now that the light is installed and the contract practically completed, I should like to say how very pleased we are with the way in which the whole thing has been done. We are greatly indebted to Mr. — for the way in which he advised and threw our requirements into shape, and the interest he has shewn in getting things just right. As for the work itself, we have been more than pleased with the quiet, efficient way in which the foreman, Mr. —, carried out the scheme. He was always most obliging and helpful, and there was never any atom of trouble in the house at any time. We are altogether satisfied with the result so far as non-experts may judge."



DRAKE & GORHAM

LIMITED
(Established 1886.)

A LETTER

from

The Most Hon.
The Marchioness
of Sligo,
82, Eaton Square,
S.W.

"I have much pleasure in saying that I am thoroughly satisfied with the Installation of Electric Light that you put up at MOUNT BROWNE, GUILDFORD, for me. I have used the light for two years, and have had no trouble with it. I found your workmen very civil and careful, and they spoiled nothing."

LONDON 66^C, VICTORIA ST., S.W.
MANCHESTER 47^C, SPRING GARDENS
GLASGOW 50^C, WELLINGTON ST.
Telegraphic Address: "Accumulator, Sowest, London."

Four Burrow West. This is not the only Cornish Hunt that has had a change. Mr. Davey and Mr. Leader have crossed the St. George's Channel and taken the Waterford. This left the North Cornwall vacant, and Captain Burgoyne, with Edwards, from the Four Burrow, as first whipper-in and kennel huntsman, will hunt the country this season.

CHANGES.

There are this year a number of huntsmen who are carrying the horn for the first time. Mr. F. Milbank, in the Meynell country, made a start by taking his bitch pack to Bentley Carr, a covert partly of gorse and partly spinney, but everywhere thick, and much easier for foxes than for hounds. Nevertheless, Mr. Milbank, aided by a moderate start, only drove out the cubs, and, setting his pack to one line, marked to ground in a rabbit burrow, whence were dug out a cub and a badger. Friend, from the Atherstone, who now hunts the Southdown, has killed a number of cubs. X.

LAW AND THE LAND.

"TRESPASSERS WILL BE PROSECUTED."

THIS familiar notice is mere bluff in nine cases out of ten. Prosecution implies setting the criminal law in motion, and a private landowner cannot take criminal proceedings against a person who only invades his privacy or makes an unauthorised intrusion upon his property. A statutory corporation, like a railway company, who possess special powers, may proceed before justices for a breach of their authorised by-laws against trespassing; but the private owner or occupier of land must rely upon such rights as the ordinary law enables him to exercise. Indeed, the perverted form, "Trespassers will be Persecuted," is more truthful, for an enforcement by a landowner of his civil rights, if he cares to take the trouble and the offender can be got at, and is worth powder and shot, will cause the latter more worry and expense than any police court proceedings. The warning notice, however, as a rule serves its purpose by indicating that the grounds are private, and perhaps acts as a deterrent in much the same way as the French proprietor's notice, "It is forbidden to drown one's self here, under pains of the law," caused a decided diminution in the attempts at suicide in his secluded pond.

Simple trespass, however annoying, is a wrong for which a civil remedy alone is provided, namely, an action for damages, if actual damage can be proved, or, in cases where the trespass is serious and continuous, for an injunction against future intrusion, a defiance of which may result in the trespasser finding himself in prison for contempt of court. The occupier has also a right to remove an insistent trespasser from his premises, using no more force than is reasonably necessary for that purpose, but he may not place the intruder under restraint or prevent him from peaceably going off the property. It is not necessary, in order to constitute trespass, that the stranger should actually come upon the land—it is trespass to throw stones or hit tennis or golf balls over a neighbour's garden, or to shoot at birds flying over his land, or to send a dog to retrieve game falling on to his land.

In most cases, however, to bring a civil action for trespass is rather like employing a steam-hammer to crack a walnut, and the injured owner, injured in sentiment if not greatly in pocket, will probably prefer to wait for an opportunity of making an example of a trespasser who leaves the comparative safety of simple trespass and does some further act that brings him within the danger of the criminal law and the tender mercies of the village constable, such as the commission of wilful damage, stealing, or trespassing in pursuit of game and poaching. It is an offence, punishable by fine or imprisonment, to steal or to destroy or damage any tree, shrub or underwood to the amount of one shilling; or to steal or destroy or damage with intent to destroy any plant, root, fruit, or vegetable production growing in any garden, orchard, nursery, greenhouse or conservatory, or any cultivated root or plant used for the food of man or beast, or for medicine, or for distilling, or for dyeing, or in the course of any manufacture, and growing elsewhere than in a garden, orchard, or nursery ground; or to break or destroy any fence, wall, stile, or gate. Taking wild flowers, or gathering watercress or mushrooms growing in open land and uncultivated, do not fall within these provisions. No landowner has any such right of property in wild plants as to entitle him to charge the picker with theft, but if he can show that he has done something to encourage or stimulate the growth, such as putting down manure, the plants, etc., would probably be deemed to be cultivated and a conviction might be obtained. If the flowers, berries, or fungi that attract the trespasser are really growing wild and uncultivated in such places as woods or open fields, the landowner must seek his remedy under a section of the Malicious Damage Act, 1861, which provides for the punishment of a person who wilfully or maliciously commits any damage, injury, or spoil to or upon any real or personal property whatsoever, and in order to succeed he must be able to prove some direct and appreciable damage to the land. Thus, merely walking across grassland is not committing damage, though if the grass is long and is trampled down, the magistrates would be justified in holding that damage had been done. Gathering flowers and ferns growing in a wood is not damage, and even if the roots are dug up it will be difficult to establish any real damage to the land itself. It has been stated on high authority that as the law stands it is no offence to take mushrooms, blackberries, primroses, or wild plants of any kind, or to trespass to find them; but if fences are broken or crops trampled during the search, then proceedings may be taken in respect of the damage done. It may be noted that proceedings under the last-mentioned provision do not lie in respect of any involuntary trespass committed in hunting, fishing, or in the pursuit of game.

On the whole, landowners will be well advised if they wink at the ordinary trespassing of rural life, and confine their efforts to preventing the serious and really inconvenient or annoying intrusions upon their property, and tangible damage to their property.

SIDNEY W. CLARKE.

AGRICULTURAL NOTES.

WHERE ARE THE LIGHT HORSES?

DURING the past few weeks I have travelled hundreds of miles on the roads in the West of England, and, except when a local show has been held or is being held which causes horses to come from a distance, I have been struck by the remarkable scarcity of light horses on the road. During my journeyings I have only seen one properly equipped carriage and pair, and not even a solitary saddle horse. Even the type of horse the farmers drive has changed in the majority of instances; instead of the breedy 15h. to 15h. 2in. cob, as they were generally termed, we now find a pony drawing a governess-car. The fields tell the same tale as the roads; the light horse foal is conspicuous by its absence. In only half a dozen years the change has been really remarkable. At one time farmers usually kept a pair of heavy horses and a light brood mare and reared the foal from her and broke them in; so there was always a light horse or two on the farm. The sons, if old enough, were proud of these, and on Sunday afternoons they rode them courting, and in the older days there was the sound of many a hoof on the country road shortly after 10 o'clock on Sunday evenings. Now, many a young farmer hardly knows what it means to be in a saddle. If they cannot drive they ride bicycles. This absence of the light horse should cause increasing uneasiness to the Army authorities. At one time it was thought that Ireland would take up the trade, but even the Emerald Isle is being stripped by foreign demand, as at the end of August a steamer came direct from Greece to the Shannon where it took aboard four hundred horses which had been purchased from the farmers of Munster. Up to now the various horse-breeding schemes have had little in them to encourage the small farmers who bred these light horses to return to the practice; one reason being that a good cart colt is always ready money from the day it is weaned as a sucker, whereas the light horse foal need not be found again until it is time to break it, and even then it is not at once ready money.

NO THATCHING MATERIAL.

Year by year there is seemingly a growing scarcity of thatching material in the grassland districts. There are few labourers, indeed, now that spend their winter evenings at spike or spar making, though the price for making has gone up very considerably. The price when made has now risen from the former level of eight shillings to ten shillings per thousand to fifteen shillings to eighteen shillings. Thatchers are very difficult to obtain during the busy season. As for straw, in many districts it is scarcer still, and many ricks at present remain unthatched, waiting for the new straw to be on the market. To overcome this ever-increasing scarcity of the raw material farmers have put up hay-sheds near the farm buildings, but there are difficulties even with these. They are fixtures, and the hay has to be carted to them, whereas farmers now like to draw their hay in by means of sweeps, etc., to ricks in the same field, thereby effecting an economy of labour. Iron sheets do not make ideal thatching material for ricks unless they are put on as a roofing to a shed. Therefore straw remains the thatching material. There are few labourers that know how to make a sheaf of haulm now, though haulm would last two or even three seasons, as the straws were not bruised. Latterly good straw has been combed and freed from the leaves or flags, but as the straw is bruised it soon rots. It is a wonder under these circumstances that farmers do not grow an acre or two of rye and cut it for thatching. It should be seeded fairly early in the autumn, as thereby it comes into ear much earlier next season. As soon as it is in bloom it should be cut. The prejudice against rye straw is that it so soon decays, but, like straw, it will last one season, and this should be sufficient for many farmers' wants, as they consume the greater portion of the hay the winter following on which it is cut. An acre of rye can be grown far more cheaply than a ton of thatching straw can be purchased.

ELDRÉD WALKER.

CORRESPONDENCE.

FAT BREEDING STOCK AT AGRICULTURAL SHOWS.

SIR,—Can any reader of your paper tell me why it is that at the leading agricultural shows breeding stock in an absolutely hopelessly fat condition, from a breeding point of view, are awarded prizes in breeding-stock sections? This year I bought some winning breeding animals at different agricultural shows, and the hopeless condition they were in, from a breeding point of view, when taken away from the shows, makes one wonder why it is the judges encourage such a state of affairs. The breeders themselves seem to thoroughly agree that it is a hopelessly bad thing to award prizes to these fattened animals, and yet they admit that if they do not fatten them up the judges pass them by. This particularly applies to pigs, and, of course, in a degree to cattle as well. Trusting the subject can get some ventilation in your paper.—S. F. EDGE.



THE LATE CAPTAIN GLEN KIDSTON.

AS we were on the point of going to press last week, and too late for notice in that issue, we had the sad news of the death of Captain Glen Kidston. In the best sense of the word he was a good sportsman. A very fine all-round shot, it is likely that as a shooter of the driven grouse only two men in the world, Lord Ripon and Mr. Rimington Wilson, could be named as quite in the same class with him. He took a very great interest in retriever field trials, which have been held more than once at his place, Gwernyfed, on the Wye, where he died at the early age of forty-two. He was the owner of the well known champion retriever Juniper, and of several other dogs of the same breed which have distinguished themselves at the trials. In politics he was a strong Unionist, and took a keen interest in forwarding that party's cause in Breconshire, where his popularity was great with all classes of society. His premature loss will be lamented by a very large number of friends both in England and in his native Scotland. A very full and eager life has been cut short, and a most generous and kindly heart has ceased to beat.

WHY AMERICANS RENT SCOTCH AND ENGLISH SHOOTINGS.

"With the right sort of legislation half the American money that goes into English and Scotch shootings might be kept at home." That is a remark of the editor in the most recent number of the *American Town and Country*, and it is made in course of a comment on the fact that in New York State, which is about the size of England, only a comparatively infinitesimal amount of game is preserved. The reason doubtless is, as he rightly says, that the legislators, thinking to preserve the game, have made its sale illegal. Consequently no one cares to preserve game. The writer puts the case perfectly correctly when he writes: "Grouse, partridges and pheasants are raised in Great Britain, a far more thickly populated country than New York State, because there is a great market for these birds; and for no other reason. If you could not market grouse or pheasants in Great Britain no one would take the trouble to preserve them and they would soon be killed off." Of course, the writer goes a little far when he says that it is "for no other reason" than the marketing consideration that game is preserved here. It is a careless, rather than an ignorant, form of statement, for he proves a little further in his remarks that he perfectly understands the real motive, or, rather, the mixture of motives, which inspires the preservation. He is quite just in his final observation that "No good sportsman likes to kill game unless it can be eaten. If you remove the market for game birds the sport of shooting must languish and die. And simultaneously the public is robbed of the most desirable kinds of food."

THE AMERICAN IDEA OF BRITISH SHOOTING.

All that is quite sound and it gives the explanation of the fact at which many a Briton has found occasion to wonder on his visits to the Eastern States of America, that where there is such excellent covert, and the ground so undulating that pheasants could be splendidly shown, there is practically no preservation at all. Preservation is beginning there on a small scale and on a few properties; but it is manifest that it is the mistaken legislation which is preventing its extension. The American shooter who has not been to this country has often a very curious idea of the conditions of sport here. The writer above quoted states this well, saying: "It is not uncommon to hear the shooting of driven grouse and pheasants and partridges in England denounced as butchery. One need only look at the names of the American sportsmen who indulge in this kind of shooting to be quite sure that all such talk is the result of childish ignorance. All shooting is, in a measure, butchery, and one can sympathise with the feeling of the person who hates the killing of any living thing. But as far as the sporting question goes, it is just as much butchery to kill a quail over dogs in South Carolina as it is to shoot a driven grouse on a Scotch moor. Of the two, the driven grouse is generally the more difficult. It is always the aim of the gamekeeper in England and Scotland to make the shooting as difficult as possible; so that if any shooting

in the world can be considered sporting, the shooting of grouse and pheasants is good sport." All this is sound comment on an American's mistake by an American. He hardly does the driven grouse all the credit he should, as compared with the quail, but that is a small point. If these notes of his help the American to a better understanding of what our shooting is they will not have been written in vain; and if they help the Legislature at Albany to see the error of their ways, it may be the beginning of a new era in shooting all over the Eastern States of America. That might check the immigration of American lessees of shootings to this country, it is true; but even that might not be universally regretted. It would give our own shooters a better chance of getting their sport at a reasonable cost. And the extension of preservation in America might mean a new market for our game-farmers.

CORRESPONDENCE.

TRANSPLANTING THE BLAEBERRY.

SIR,—The blaeberry—or as we locally call it the bilberry—is no doubt a great luxury to the grouse, but I do not know that it is an essential. We have plenty of the plant on the moor, but have had very little of its fruit for many years—much less than was the rule twenty years ago, and the quantity seems a diminishing one, probably on account of the increasing number of chimneys which certainly do not consume their own smoke. The birds, however, feed freely off the bud and leaf. I enclose a card of our last shoot. It is curious we should have made our best bag in a year which has, generally speaking, been a disastrous one for grouse.—R. H. RIMINGTON WILSON.

1913.		Guns.		PROOMHEAD.		Grouse.		Rabbits.		Various.		Total.	
Date.													
August 27	..	9	..	2,843	..	..	..	..	..	..	..	2,843	
" 28	..	5	..	—	..	801	..	..	..	..	..	801	
" 29	..	8	..	1,131	..	..	..	..	..	..	..	1,131	
Total	..	..	..	3,974	..	801	..	..	..	..	..	4,775	

Guns.—Lord Westmorland, Lord Darnley, Lord Powis, Lord Lewisham, Lord Savile, Capt. Hon. J. Dawnay, Sir Ralph Payne-Gallwey, W. Barry, R. H. Rimington Wilson.

SIR,—Mr. Douglas Cairns, in writing on the Grouse Season, on page 316 of your issue for September 6th, asks whether the blaeberry (*Vaccinium myrtillus*) can be successfully introduced to localities where it is not known. There ought not to be any great difficulty in doing this. In common with other hardy members of the *Vaccinium* family, it appreciates a rather damp situation, and must have peaty soil. This, or similar soil, would, of course, exist in greater or lesser degree wherever heather is found. The most practical way to introduce the blaeberry, though a rather slow one, would be to raise large quantities of seedlings. The seed ought to be sown in shallow boxes of peaty soil, to which a liberal quantity of sand has been added, and the boxes stood in cold frames. When large enough the seedlings could be transplanted about four inches apart in nursery beds of similar soil prepared for the purpose, and after a year or two there transplanted to the moors. It would be desirable to have this work done as near the moors as possible, and perhaps a space could be enclosed for the purpose. Owing to the slow growth of the seedlings in their early stages, it would, I fear, be useless to sow the seeds direct on the moors; but the frames might be dispensed with, the seeds being sown in the nursery beds. The frames, however, are preferable. The blaeberry can also be increased by means of cuttings. These are made from partly ripened shoots at the end of July and early in August, but frames would be necessary to root them. They would, of course, make good-sized plants more quickly than seedlings. If the blaeberry exists in quantity on one part of a moor, some of the youngest plants could be successfully moved to other parts; but to do this large sods of peat, with the roots of the plant intact, would need to be lifted, so as to disturb them as little as possible. Fresh stock could also be secured by layering young, healthy shoots, a heavy stone to weight them down into the soil being all that is necessary. Any method of propagation is, of necessity, rather slow; but if the subject were taken up on an extensive scale, a good man could raise a great many plants in a year.—F. W. H.

A FORGOTTEN SPORT.

IT is not much more than fifty years ago since any day after harvest our fathers and grandfathers might have been seen in the stripped fields, with nets over their arms and dogs at heel, indulging in the now almost forgotten sport of setting partridges. Netting is, undoubtedly, of very ancient extraction. It was well known in Solomon's day—"Surely in vain the net is spread in sight of any bird"—which clearly shows it was not a new sport even at that time. In England there is plenty of mention of it. But in earlier times, at all events, it does not seem to have been thought so much of as latterly. In 1604, by

an Act of Parliament which dealt with "those vulgar sort of men who make a living by breaking the laws in regard to the taking of game by means of nets and other instruments," it was provided that persons with £10 per annum freehold, or £200 personalty, might take "pheasants and partridges in the daytime with nets" on their own lands "betwixt the Feaste of Sainte Michael the Archangel and the Feaste of the Birthe of our Lorde God." A few years later, King James I., addressing both Houses of Parliament, says: "As for partridges and pheasants, I do not deny that gentlemen should have their sports, and especially on their own ground, but I do not think such games and pleasures should be free to the base people. And I could wish that gentlemen should use it in a gentlemanlike fashion, and not with nets or guns." So His Majesty, as a lover of hunting, evidently thought little of such humble pastimes as setting and shooting. However, later on the humbler diversions seem to have become very popular. In an old comedy, acted in 1694, we find one of the characters making the remark, "What is a gentleman without his recreations? Hawks, hounds, and setting dogs, and cocks, are the true marks of country gentlemen." The author, George Powell, was most likely only voicing the general opinion of the time. And now, if we wish to learn how our ancestors went to work, and how the taking of partridges with the aid of setting dogs was actually effected, we must turn to an early treatise, "The Gentleman's Recreations." The article on setting runs thus: "There is no art of taking partridges so excellent and pleasant as by the help of a Setting-Dog. You are to understand that a Setting-Dog is a certain lusty Land-Spaniel, taught by nature to hunt the partridge more than any chace whatever, running the fields over with such alacrity and nimbleness as if there was no limit to his fury and desire; and yet by art under such excellent command, that in the very height of his career by a Hem! or sound of his master's voice he shall stand, gaze about him, look in his master's face and observe his directions, whether to proceed, stand still, or retire. Nay, when he is even just upon his prey that he may even take it up in his mouth, yet his obedience is so framed by art, that presently he shall either stand still, or fall down flat on his belly, without daring to make any noise or motion till his master comes to him, and then he will proceed in all things to follow his directions." Possessing a dog thus qualified both by "art and nature," you take him out with you "where the partridges do haunt." Here he is cast off and commences to range. But it is impossible to better our author's description: "If in your dog's ranging, you perceive him to stop on the sudden or stand still, you must then make in to him (for without doubt he hath set the partridge), and as soon as you come to him, command him to go nearer him: but if he goes not, but either lies still, or stand shaking his tail as who would say here they are under my nose, and withal now and then looks back, then cease from urging him further, and take your circumference, walking fast, and with a careless eye looking straight before the nose of the dog, and thereby see how the covey lie, whether close or straggling. Then command the dog to lie still, draw forth your net, prick one end to the ground, and spread your net all open and so cover as many of the partridges as you can; which done, make in with a noise, and spring up the partridges, which shall no sooner rise but they will be entangled in the net. And if you shall let go the old cock and hen, it will not only be an act like a gentleman, but a means to increase your pastime."

A great change has come over sport since those days, due mainly to the change of conditions. Stubbles are sheared off by reaping-machines, and modern farming does not allow of weedy fields and good cover. Birds then would doubtless lie close to be netted, but now it is extremely difficult to get near them at all. So, instead, we have our beaters, our two guns each, our loaders, our shooting-stools, our well-packed luncheon-baskets and our heavy bags. Still, let us not entirely forget the dog and his master. They represent a day when men took their pleasures soberly, and the world was altogether unlightened. *Nous avons changé tout cela!* L. M.

AMMUNITION TRIALS AT SEAGIRT.

WE have more than once commented on the utility and excellence of the competitive trials of Service rifle and revolver ammunition which take place almost annually in the United States of America. Though the manufacture of but a small fraction of its annual ammunition requirements is entrusted to private makers, and these have no very strong commercial inducement to strive for the excellence they have undoubtedly attained, yet no efforts are spared to secure first place in these trials, though the only reward is the selection

of the winner's product for use in the national matches or some great rifle contest. Moreover, the product of the Frankford National Arsenal is submitted at these annual trials, and the interested among the public are afforded an opportunity of comparing the relative merits of State and privately made ammunition. During May last one of these trials was instituted at the Seagirt, N.J., range to determine the selection of the ammunition to be used in the forthcoming national matches at Camp Perry. From the ammunition previously delivered by private makers to Frankford Arsenal, samples are selected by a process which, besides ensuring absolute fairness to all concerned, is fairly representative of the bulk, inasmuch as one bandolier holding 120 cartridges is taken from each case of 1,200, which case is a unit in one lot of 48,000, each maker having delivered twenty such lots. Five concrete beds surmounted by machine rests are provided at both the 600yds. and 1,000yds. firing points, and each competitor, after firing as many sighting and warming shots as necessary, fires two strings of ten shots from each rest until he has fired 320 rounds in all at each distance. A number of star-gauged rifles are provided by Springfield Arsenal, and as each competitor uses each rifle and each rest in turn, any inequalities in rest or rifle are common to all. The human element is eliminated as far as possible by means of the machine rests, changes of wind are discounted by firing very rapidly, and the shooting is done and supervised both at the firing points and in the butts by representatives of the makers or the presence of Army officers; in short, everything possible is done to ensure an absolutely impartial contest. Strings of ten shots each are fired at targets which are then measured to ascertain the mean point of impact of the group and the mean radius from the mean point of impact. The mean of means is then computed, and the smallest mean determines the winner. On the present occasion three private makers competed with Frankford Arsenal, with the following results:

AMMUNITION OF SERVICE SPECIFICATION FOR USE IN NATIONAL MATCHES.

	Average of mean radii of 32 groups:			
	Frankford Arsenal.	Winchester Repeating Arms Co.	Remington U.M.C. Co.	United States Cartridge Co.
600yds.	5'128	5'254	4'828	4'931
1,000yds.	9'617	9'153	9'024	8'700
Average of means at				
both distances	7'373	7'204	6'926	6'816

In a test to determine the selection of ammunition for the Palma match, in which the Service specification may be varied, Frankford Arsenal entered ammunition of Service specification with the 150gr. bullet, and as the other competitors employed bullets of 180gr. weight, an excellent opportunity of comparing the relative accuracy of light and heavy bullets at 1,000yds. was afforded. In this trial only ten groups of ten shots were fired at 1,000yds., and the result clearly demonstrated the superior accuracy of the heavier bullet.

THIRTY-CALIBRE AMMUNITION FOR USE IN PALMA MATCH.

	Average of mean radii of 10 groups at 1,000yds.	
	in.	bullets.
Frankford Arsenal	12'888	150gr.
Winchester Repeating Arms Co.	7'065	180gr.
Remington U.M.C. Co.	6'803	180gr.
United States Cartridge Co.	6'154	180gr.

Similar tests of .38 calibre revolver ammunition were made in five-shot groups at 50yds. and 75yds., in which the average mean radii of sixty-four groups by each competitor at both distances were:

	in.
Winchester Repeating Arms Co.	1'313
Western Cartridge Co.	1'560
United States Cartridge Co.	1'675
Remington U.M.C. Co.	1'908
Frankford Arsenal	2'161

In the concluding trial for the selection of 30-calibre ammunition for the International 300-mètre, match ten groups of ten shots at 300 mètres were made. The Winchester Repeating Arms Company averaged mean radii of 1'761in., the United States Cartridge Company of 1'895in., Remington U.M.C. Company of 2'554in. and Frankford Arsenal of 2'978in.

The most noteworthy feature of this trial is the relative inferiority of the official product, the extraordinary excellence and accuracy of the ammunition submitted and the improvement upon the results attained in previous years. As such trials never take place in this country, it is impossible to draw a comparison between British and American rifle cartridges; at the same time, it is submitted that tests of a more certain and official character than the match rifle contests at Bisley, practically the only competitive tests which take place in England, would contribute largely towards inspiring those efforts to excel which would result in the steady improvement of rifle cartridges here.

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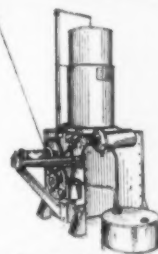
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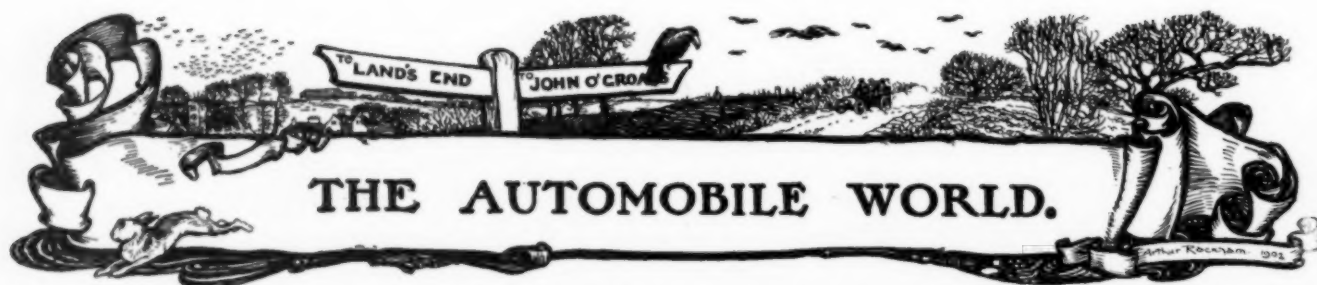
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HOW MANY SPEEDS?

A CONSIDERATION OF SOME INFLUENCES IN THE GEAR PROBLEM.

A SMALL light car that has just made its first public appearance is notable more particularly for two reasons. In the first place, it is made by a firm of world-wide engineering reputation; and secondly, it has only two speeds. There is nothing remarkable about either fact taken singly, but the two together are significant. Already one of the most successful of cheap American cars has upheld the use of the two-speed for some years, and now we find a British firm of the highest engineering ability setting on it their sign manual of approval. It is true that in both cases the underlying cause for what we may call this elimination of the additional is purely one of economical production; but may not the influences that have rendered two-speed transmission practicable in these instances also extend to the more expensive types of cars? Elaboration is not always refinement, and simplicity is an attribute worth the striving for, especially if it be attainable without material sacrifice.

What, then, are the influences that have rendered the two-speed cheap car feasible? A few years ago such vehicles would, generally speaking, have been impracticable without an engine so powerful as to cost more to run than the average owner of a cheap car can afford, unless the car was geared impossibly low on one or both speeds. The point brings up painful recollections of an old three-wheeler of several years ago. Though this machine was fairly heavy and it only rejoiced in a single-cylinder 6 h.p. engine, it

was fairly fast on its higher gear, which, indeed, was high enough to involve a rather frequent use of the low gear. The latter of course, had to be sufficiently low to bring the machine up any possible hill, and, consequently, driving it on the low speed was like sitting on a veritable stool of repentance. With the engine racing round and making a great to-do, one could crawl along (doubtless looking very foolish) at a good five miles an hour up moderate rises and at about three up a steepish hill. That is not the sort of thing the modern motorist would tolerate. He not only expects to "get there," but to get there in style.

But to return to our more immediate subject. Four main considerations are involved in any question of car gearing. The first of these is the power of the engine. Then, in every engine the power shows a tendency to decrease very rapidly as soon as the crank-shaft revolution speed falls below some critical point that varies considerably according to the individual engine. This gives us our second item. Next, we have to consider the weight of the car; and finally, the general characteristics of the roads over which it has mainly to work.

It is in the engine, perhaps, that we find the most important developments that have rendered the two-speed car feasible, for the great strides of the last few years in engine efficiency have made it possible to obtain very much more power than formerly out of a given quantity of fuel. This has been an important point, for hitherto, as has been already hinted, the two-speeder has been essentially confined to the car for the less wealthy motorist. And with the higher efficiency of latter-day development has come



C. W. Knox.

A TYPICAL ROAD IN CENTRAL FRANCE.

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another factor in favour of the two-speed machine, namely, greater flexibility; in other words, the critical speed at which the engine-power falls off so disproportionately is much lower than formerly, and an engine is able to "hang on" longer before changing down becomes imperative.

Then, as to car-weight. Obviously it needs but little demonstration to show that a low-powered car with a substantial chassis and heavy landaulette body exhibits very different transmission requirements to those of a light car of ample horse-power. If any argue that it is only a matter of lower gear ratios in the first case, and that otherwise the conditions are similar, I would ask them to reduce things to their logical conclusion. The question is purely one of a car's "sensitiveness" to hills. A car has only to be sufficiently powerful to be able to go up any and every hill without change of gear; it has only to be sufficiently powerful to be practically indifferent to gradients, so long as the force of gravity can give sufficient adhesion-weight for the road wheels. The lower its power, therefore, relatively to the weight to be moved, the more sensitive is a vehicle to hills, and therefore the greater flexibility must there be in the transmission to make up for the small margin between power and load. As an indication of what is meant, I may perhaps recall a little $1\frac{1}{2}$ h.p. motor-cycle of years ago, which was fitted with such a multiplicity of gears (nine, as far as recollection serves) that it could tackle extraordinary gradients, provided they were not long enough to cause the tiny air-cooled engine to over-heat.

I would like to suggest that in looking at this matter of gear transmission our point of view is possibly clouded by the conventionality set up by earlier automobile development. With the less efficient engines of the past a wide latitude in gear ratios has been necessary, whatever the weight of the car; nor did the quantities manufactured justify the expense of increasing the number of designs for every special requirement. I am far from saying that the number of gears should be reduced in all cases. The four-speed gear-box is still as desirable as ever it was on certain types of cars—indeed, more so in these days of small engines and elaborate bodies, but are we not nearing the time when we shall see further modification of the old practice of designing the chassis quite apart from the type of body it is to carry? Admittedly, to some extent such modifications are habitually made already; a lower gear-ratio may be given to the final transmission at the back axle, some designs are arranged for long or short wheel-bases as required, springs are fitted to suit the weight carried, and steering-columns are raked to the requirements of the body design, though often this last is an adjustable feature in any case. But this is not enough to reach the ideal. The two-seater requires more weight disposed over the back wheels than the four-seated open touring car; the heavy limousine or landaulet, less. Further, two speeds on a light two-seater may be equivalent to four on a heavy car. Surely the car should be regarded as a complete entity, and not as a chance alliance of chassis and body according to individual requirements of the owner. It is true that by suiting the body, as far as possible, to the chassis some very fine results are obtained, but that fact does not argue against the achievement of still better results by giving due consideration to *both* main factors.

In these days, when one hears so much talk about standardisation, such suggestions, involving an increase in the number of

designs, may sound retrograde; in reality, however, such a course, tending as it would to a few broad types, might well be just the reverse. But such a development, though it may come about, can only be effected in the course of years. Moreover, it would be modified by many influences other than those of body-weight. For instance, in the cheap light car with an ample ratio of power to weight, while two speeds might be quite enough for a small two-seated body, three or even more gears might be desirable if a heavy, closed-in type of body were required; yet the more pressing demand of low production cost would probably over-balance and render preferable the more inadequate two-speed transmission. Again, due regard must be had to the limitations of a type. The light cheap car may be considered as the equivalent to the dogcart of the horse days, and ultra-high pace need not be required, so that the range of speed to be covered by the gears is not necessarily great.

In the more expensive but moderately powered types of car—the 12.9 h.p. and 15.9 h.p. are good examples of what is meant—the very capabilities of the machine extend the range of the demands made on it. Perhaps the "nut" has "sporting" two-seated body mounted on it; the doctor requires a coupé body, possible with a dickey-seat at the back; as a family vehicle it has to have an open four-seated touring body for country work; in the town a limousine or landaulet; while, finally, some people attempt to combine most of these features in an all-purpose type of body. Indeed, the class seems to be regarded as a sort of hack, and with the heavier enclosed types of bodies such demands are made on the machine that few would advocate any reduction in the number of the gears. Personally, I think that all moderately powered cars with enclosed bodies should have four speeds, even if working regularly in easy country. But with the two-seat and three-seat body it is altogether another matter, and, for the former at any rate, two speeds might quite possibly be sufficient with a good modern engine. The elimination, too, of gear changes of doubtful value, may make a material difference to the cost. Then as to the big-powered class—the 40 h.p. to 60 h.p. cars. Only the other day one who is a keen student and a recognised authority on automobile subjects expressed to the writer the opinion that four changes of gear are quite unnecessary on a big six-cylinder car, for such is the power of the engine that, if a hill is steep enough to entail changing down

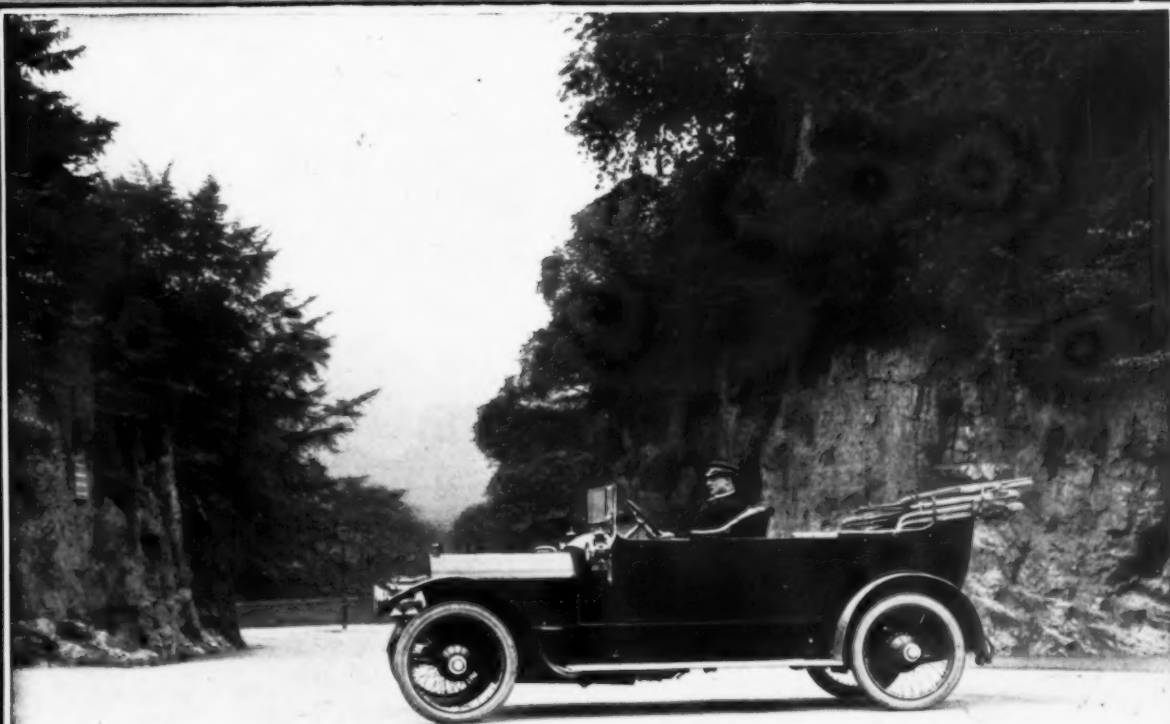
from top gear, it will almost certainly be steep enough to bring the driver down another step to his second before many yards; therefore one gear would answer for practical purposes almost as well as two. At any rate, my critic held the extra expense and complication of the fourth speed not to be justified. While the average man might not go as far as this, there is certainly a great deal in it, though even in the case of big cars the question must remain largely dependent on power and body weight. Obviously the possible for 60 horse may be entirely beyond a 40 h.p. engine. Certainly the fourth speed is a refinement, and we are dealing now with refined cars; but with the comparatively light open body, is it a necessary or is it merely top hamper, so to speak? Perhaps for the driver who delights in working his car to the utmost nicety the fourth speed may appeal, but the average driver, if I mistake not, does not want the trouble of changing down more than necessary. Still, it must be admitted



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on such a route as, say, the course of the Austrian Alpine trials, even to the average driver all four speeds may quite probably come in useful.

Big, expensive cars like these, which may be called upon, and should be able, to go anywhere, are perhaps less affected than others by local conditions of working. Again, the car that has to be turned out in large numbers for cheap output cannot afford to specialise on the requirements of a mere district, and in the moderate sized class fulfilment of the many various conditions as to weight ought to produce sufficient variety to meet the peculiar needs of any neighbourhood. Assuming development on the lines indicated, it looks as if in fulfilling the conditions set up by different body requirements, and different purses, manufacturers of chassis would meet the individual needs of localities. Yet it is within the range of probability that, to meet these individual requirements, two speeds may be found sufficient in many cases for which three have hitherto been regarded as necessary.

AUTOLYCUS.

THE INTERNATIONAL MOTOR-BOAT TROPHY.

ON Saturday last the eliminating trials for the selection of the team to represent this country in the coming International motor-boat race resulted in Maple Leaf IV., Crusader and Izme surviving as the fittest. The selection of the first two had been already decided by a previous trial, and the last eliminating race was practically for the purpose of seeing what Izme could accomplish, as it had not been possible to complete her in time for the earlier trial. Although the hurried completion had not given this Wolseley-engined boat the best of chances, she gave a very good account of herself by defeating Batboat II. and Silver Heels in 49min. 29sec. for the course of 30.3 sea miles, the best round showing a speed of 41.7 knots. And though it is only fair to add that Batboat II. suffered from a broken valve, and Silver Heels



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Which attracted much attention during Cowes Week.

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The table below gives the leading particulars of the various competitors in the British International Trophy. In Ankle Deep students of marine motoring will recognise an old rival beaten by Maple Leaf IV. in the trophy race of last year. On that occasion though she was not then running up to her form, she made the fastest round.

CHALLENGERS (AMERICA).					
Name.	Owner.	Length.	H.P.	Engine.	Hull.
Ankle Deep ..	Count Casimir Mankowski	32ft. ..	300	Sterling ..	Fauber
Disturber III.	Mr. J. H. Pugh ..	39ft. 11in.	600	Van Blerck	Weekler
FRANCE.					
Despujols I. ..	M. Victor Despujols	23ft. ..	400	Despujols	Despujols
Despujols II. ..	M. Victor Despujols	29ft. 6in.	400	Despujols	Despujols
DEFENDERS (GREAT BRITAIN).					
Maple Leaf IV.	Mr. E. Mackay Edgar	39ft. 8in.	700	—	Saunders
Crusader ..	Mr. H. Hollingsworth	33ft. ..	220	Brooke ..	Thornycroft
Izme ..	Mr. A. Vickers ..	33ft. ..	500	Wolseley ..	Saunders

Of course, at the time of writing, the result of the races is on the knees of the gods. It only remains therefore, to add that the total length of the course is 32.4 sea miles, consisting of six laps of 5.4 miles each.



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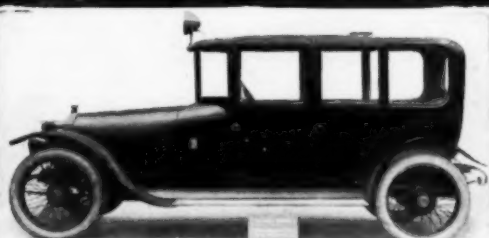
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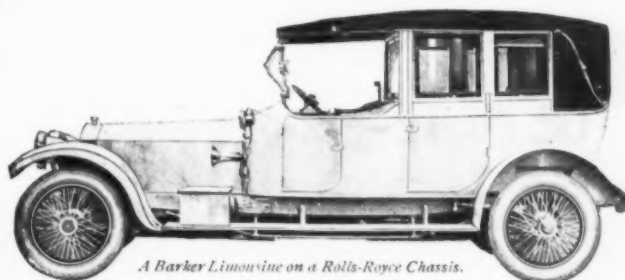
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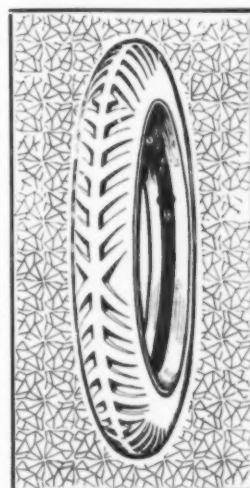
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C.D.C.

THE HON. EVELYN ELLIS.—IN MEMORIAM.

Looking backwards through the haze of time, it is difficult to appreciate how much the motoring world owes to the Hon. Evelyn Ellis, whose death took place at Plymouth early in this week. Although men like Hancock, Scott-Russell and Sir Charles Dance were running self-propelled vehicles in the forties of last century, Mr. Evelyn Ellis must be numbered in the very first rank of pioneers, despite the fact that his work was not accomplished till fifty years later. But it was in bringing the automobile and its possibilities before the public rather than in developing it mechanically that Mr. Ellis did such service, and, like all pioneers, his methods were eminently practical. Though the motor-car was not legalised on British roads till November, 1896, Mr. Ellis imported from France the first car—a little 5 h.p. two-cylinder Panhard, running on solid tires—as early as June, 1895, with the expressed intention of getting summoned under the then existing Locomotives on Highways Act. The idea was opportune, as a means of calling the attention of the Government and public to the need for alteration in the law, for at the time a Bill for the legalisation of motor traffic was under consideration, and would have been brought in by Mr. Shaw Lefevre but for the resignation of the Government. These pioneer efforts were successful in arousing much interest at the time, and Mr. Ellis had the honour of taking the late King Edward, then Prince of Wales, for his first motor ride. Though his work was done, and he had taken no very active part in motor matters during the last few years, Mr. Ellis' loss will be very really felt by all motorists, for all alike will feel that to him they owe a debt of gratitude that cannot ever be repaid.

A NEW FUEL SUPPLY.

Information has come to hand that during the past few weeks the Petrol Substitutes Joint Committee has discovered a process which promises to yield an additional 40,000,000 gallons annually from British sources, and this without further depletion of the country's mineral wealth. The new fuel is obtained from a commodity at present produced in this country in enormous quantities, and it is claimed that the method of recovering it extracts a high percentage of efficient motor spirit from a substance hitherto useless in this respect. A small demonstration plant, erected after thorough investigation by the committee's experts, has given excellent results, and it is confidently hoped that the full-sized commercial plant, now in course of construction, will be equally

successful. What an additional 40,000,000 gallons means is best appreciated when we know that the present consumption of motor spirit in the United Kingdom amounts to about 100,000,000 gallons annually.

ITEMS.

The Chief Constable of Bucks has informed the R.A.C. that the Army manœuvres will involve large bodies of troops and their transport being moved along the Wendover-Chalfont St. Peter and the Leighton Buzzard-Watford roads on September 20th and 21st, and that consequently motorists will be wise to travel by other routes as far as possible. As an alternative to the Leighton Buzzard-Watford road the Chief Constable of Herts suggests the routes by St. Albans and Dunstable, or by Rickmansworth, Chesham, Tring, Aston Clinton and Wing.

Near the fourth milestone from Exeter, the road from that city to Okehampton is under reconstruction, and to avoid inconvenience cars should be driven through Dunsford and Morton-hampstead.

A week or two ago Mr. Neil Capon, one of the largest farmers in the Biggleswade district, requiring additional help for harvesting work, obtained the co-operation of the makers of the Ivel agricultural motor, who seized the opportunity of testing one of their latest design. The first task was to cut down twenty-five acres of wheat, then another fifteen acres. For the first field only one 7ft. binder was available, but the complete twenty-five acres were cut in ten and three-quarter hours. For cutting the fifteen-acre plot two binders were obtained, so that only five hours were occupied. Although the machine took only about a third of the time that horses would have involved, the cost of working (inclusive of fuel, lubrication, wages and depreciation), we are told, amounted to only 1s. 4d. to the acre.

The present trend of development at Alexandria, where are the Argyll Motor Works, presents an interesting subject to those who study the relief of over-populated areas. The nightly exodus of a thousand workmen back to Glasgow is a thing of the past, and the workers are part and parcel of the local community. A garden suburb there is now, we hear, assured, and all have combined to establish a recreation club, to which the chairman of the company has promised a hundred guineas.

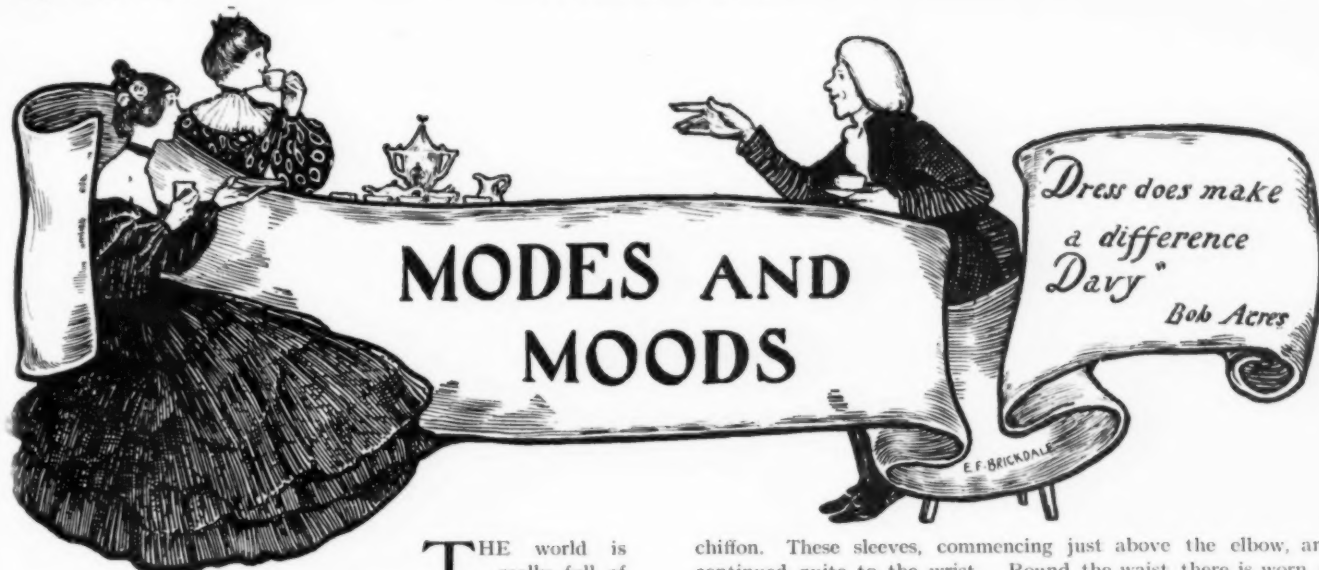
The series of records recently obtained by Mr. A. J. Hancock on a 25 h.p. Vauxhall were achieved on Pratt's Spirit.

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MODES AND MOODS

*Dress does make
a difference
Davy*
Bob Acres

E.F. BRICKDALE

THE world is really full of compensations if only one has the wit to see and accept them. Maybe we who are compelled to return to Town in September have the condolences of our friends who are still holidaying or resting, as the case may be. But life is by no manner of means the dreary waste pictured; in fact, for a fashion chronicler the moment is overflowing with interest and modistic matters of imminent importance. Then, again, there are the *premières*, one every day this week and almost as many last. It came as something of a surprise to find such a wealth of latter-day suggestions in "Love and Laughter," the new comic opera recently produced at the Lyric. Only when the second act, however, moves the story to Magoria—mythical spot—was this fact of seductive clothes borne home. But when the curtain rose on that we women settled down into our seats, assured of the pleasant task before us of gathering up hints for immediate exploitation. To one of our most highly valued *couturières* had been entrusted the task of dressing Miss Evelyn d'Alroy, who, in addition to a gipsy dress—the only inspiration that struck a slightly wrong note—wore three typically interesting toilettes. Of these the one I selected for illustration embodies, perhaps, the most sensationally artistic details in the guise of a three-flounce skirt, ruches and a cleverly thought out scheme of colouring that is, at the same time, the very essence of daintiness. For the basis of the gown there is employed *charmeuse* in the tenderest shade of pink, the flounces being carried out in white lace, the pattern of which is picked out with a delicate *ficelle* thread, while each volant is finished with a heavy *ruche* of frayed out pink silk. Obviously the intention of these ruches is to support and so set out slightly the hems, an effect that is further enhanced by the little hitch up in front. One stops to reflect for a moment what would have been the verdict if such a bedraggled-looking skirt, dipping at the back and rising in front, had been sent home by a *couturière* a year ago. The latter would surely have been consigned with fiery words to Bedlam. And yet to-day we have the approval of the highest authorities that this is a *ligne* that we are to affect, among others, would we for a moment hope to stand in the front ranks of the *vraie élégante*. "Muddling and messy" will be the easy verdict of the great majority, who never can be induced to possess their souls in patience over a presentment to which their eye is unaccustomed. Only by pressing a fashion home gently and persistently is it possible to break down the hide-bound prejudices of our insular taste, and, judging by past averages, the probabilities are that next summer at the earliest this, at present rather exaggerated version of the three-decker skirt, will have settled down into an accepted decree. I must, though, crave pardon for so long a digression and finish describing Miss d'Alroy's toilette. For the *dégagé* little bodice pink *charmeuse* is used, the fronts opening with long lapels to show a froth of soft white tulle and lace, the latter likewise fashioning the long supplementary sleeves, which are mounted into the long satin epaulettes in scallops, while from beneath the lapels there comes a sash of soft white ribbon patterned with a floral device in tender mauves, pinks and pale yellows, the mauve note predominating and, therefore, doubtless responsible for the ribbon snood worn in the hair by Miss d'Alroy.

In quite a different vein is a mist-blue *crêpe broché*, selected by the same actress. This, a singularly elegant gown, denotes the *ogee* of double-swathed draperies, the edge of each carried into prominence by a heavy rolled over hem. The corsage comprised soft folds of the *broché crêpe*, supplemented by sleeves, the underpart whereof commenced directly at the waist, of mist-blue *crêpe*

chiffon. These sleeves, commencing just above the elbow, are continued quite to the wrist. Round the waist there is worn a folded sash of *mignonette green*, a single end, richly embroidered and fringed, falling at the right-hand side of the front.

To clever Miss Yvonne Arnaud there is allotted another supremely representative frock. It is of some soft silk, in a lovely *ciel blue* shade, the short "jupe" parting with rounded corners in



A DRESS WORN BY MISS EVELYN D'ALROY IN "LOVE AND LAUGHTER" AT THE LYRIC.

front over a petticoat of plissé blue chiffon, and surmounted by the quaintest petal-like tunic. To secure this *mouvement*, a short, close-fitting upper-part moulded the hips, the hem being cut up into wide, sharply-pointed vandykes, on to which a slightly-gathered volant is dovetailed; this, in its turn, having a smaller scalloped hem, the whole terminating just about the knees. There was nothing remarkable about the corsage, which was a very slight, freely-falling affair, except the great blood red rose without foliage Miss Arnaud wears tucked into the front. Tunics somewhat similar were designed for a bevy of bridesmaids in the last scene. These are the sweetest little frocks imaginable, of white satin, with double-petal tunics of white tulle, hemmed with narrow rouleaux of satin. The alert girl in search of an original dance dress will quickly perceive the valuable text conveyed in these bridesmaids' confections, which made a capital foil to the exotic wealth of colour provided in the Court gowns, a wondrously blended scheme, however, clearly the result of the master-mind.

Blouses are destined to play so large and important a rôle in the ensuing season's *galère* of dress, that I deemed a close investigation into the manner of their fashioning, so far as they have gone at present, a necessary procedure. Although this statement may be challenged—it has occurred to me since writing it down—by couturières who would fain have us believe that only completed schemes are selected by the elect. And, in a manner, they are right. But since at least seventy-five per cent. of the autumn models boast hard skirts and fragile bodices exceedingly *blousé* in character, it becomes a little difficult to know just exactly where to draw the line. The more so, as those who lay themselves out to specialise in blouses are fully alive to the fact that their particular vocation has taken on quite a fresh lease of life, and are prepared to make good harvest while the modistic sun is so kindly disposed to shine in their direction. A finger's depth of fur figures constantly on both lace and ninon models, and was particularly effective in the case of a white ninon blouse, arranged with a little crossed vest of broad faded rose satin ribbon. While the remainder of the blouse passed beneath the skirt, this ribbon vest was carried beyond the waist-line in cunningly contrived fly-away little points, the fronts of white ninon being thrown back with long soft lapels, outlined with a narrow band of dark brown fur, and the base of the straight kimono sleeves trimmed to correspond. Again, on a vellum-tinted blouse of shadow lace, inlet with Mauresque insertion and ornamented with tiny frills of Valenciennes, a picturesque falling collar had a finger's depth of this same fur introduced round the edge. In many examples the waist is entirely lost, certainly beneath the arms, by the exaggerated droop of the under sleeve. The arms held out straight, there are no indications of these draperies; but as the arms are dropped, curve after curve arises, like a stone thrown into a pool. Then, instead of having to supply the smart *caché* corset as a

separate item, this essential of the transparent blouse is now made an integral part, usually carried above the figure-line by a transparency of chiffon, which assists towards a slightly added warmth without taking away from the necessary clearness. Nor is the familiar shoulder-strap of ribbon omitted, though few will suspect that it is brought over a veiling of chiffon.

I am more than a little amazed, too, at the very moderate prices attached to these delicate blouses, the which exact the most deft treatment. It is impossible for the most experienced fingers to hurry over the handling of ninon, even under the simplest auspices, and when it comes to adjusting doubled shoulder-pieces, setting in tiny pipings, manœuvring tucks and the like, the length of time necessarily expended becomes a question of money. At the same time, many of the best successes are achieved on the simplest lines, the soft, *souple* materials of the season lending themselves most amiably to the cause of deft folds and draperies, the which exact little or no other extraneous decoration. Several charming schemes are still being worked through with veilings, some distinctive colour, such as magenta or futurist green, being allowed to glint through delicate saffron and mole tints, and frequently lace will be employed as a foundation to ninon and crêpe chiffon of vivid colourings.

The veiling process is delightfully demonstrated in my first original blouse design, this revealing the decreed studied simplicity of outline, together with a clever manipulation of decorative detail. Over a foundation of flesh-coloured tulle there is carried a simple Magyar of pale lemon-coloured ninon, to which is toned the soft filmy lace, effectively employed to complete the sleeves and fall over a band of old rose satin ribbon. The *ligne* taken by the latter is an extremely becoming one, and the colour note is artistically picked up and repeated in narrower mitred strapping on the sleeves. There is an Early Victorian suggestion about the little falling tucker of lace, with its brooch fastening, that is distinctly pleasing and original.

The feature to be commented upon with particular interest in connection with my

second blouse offering is the waist fitment of Oriental figured silk, the parti-colours repeated in the long silk tassels requisitioned to finish the one soft hanging end. These sashes can positively do no wrong, and those of us who are wise will lose no time in acquiring some such example as that illustrated, its adaptability to other causes being apparent to the least observant. The scheme is mole ninon, the deep V opening partially filled in by a kerchief of white ninon, of which also the pretty falling neck and sleeve frills are fashioned. A slight but infinitely telling touch is imparted by a group of tiny buttons covered with the same silk as the sash, introduced on a diamond-shaped motif of white ninon that forms one with the kerchief folds.

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The Secret Citadel, by Isabel C. Clarke. (Hutchinson.)

MISS ISABEL C. CLARKE has written a very interesting novel. She has taken the question of a mixed marriage—of religion—for her theme, and has elaborated it with skill and fairness. If she has evaded the large issues and concerned herself with the matter from a sentimental rather than an ethical point of view, it is possible the choice will commend itself to the majority of readers who distrust the suggestion of a too serious purpose underlying fiction. The marriage of Godfrey Denne to Melanie Ettington promises disaster from the first; the pair, though drawn by a mutual attraction, are not in sympathy. Religious matters—Denne is practically an atheist and Melanie a devout Catholic. Differences between them might have been ignored or accepted had it not been for the intrusion of a third person, M. Charente, a *libre penseur*, who uses his influence over the imagination of Denne in ranging himself in the other camp from that of Melanie. There follows a period of friction between husband and wife, and, later, a readjustment of values on the part of the former. As has been said, the novel is an interesting one; it is also well written and the characterisation is good.

Crump Folk Going Home, by Constance Holme. (Mills and Boon.)

"CRUMP FOLK GOING HOME" is a very pleasant novel. When Deborah Lyndesay is first met with, we are not very sure whether to disapprove of her or not; it seems a contemptible thing, when viewed with Christian Lyndesay's eyes, that she should ever have engaged herself to "Slinkin'" Lyndesay in order that she might become mistress of Crump. Certainly Crump would appear to have been an attractive possession, something of a temptation to one in the position of Deb—even with "Slinkin'" Lyndesay thrown in. Death, however, cuts the knot of Deb's extraordinary choice; and, not long after, affairs have so simplified themselves in the eyes of lookers-on that the young woman discovers herself to Christian's mother for the second time as a possible daughter-in-law. Alicia de Lyndesay is outraged, and says so to the charming culprit, who cries off at once. In spite of this, we know that Christian is not to be denied so lovable a partner in the ownership of Crump, and are justified in our expectations when the story ends on a vision of the last pair of Crump folk going home.

O Pioneers! by Willa Sibert Cather. (W. Heinemann.)

A MOVING study of a woman's character. There is something of nobility in Alexandra Bergson that captures the imagination from the start. Possibly her story is not worthy of the author's conception of her, yet it gradually gains a quiet hold upon the reader as he proceeds. The scene is laid in a Nebraska homestead. When John Bergson first came to the farm on the Divide a long uphill fight met him, and at the end of five years left him deeply in debt. After eleven years he is free of mortgages and facing his own death. To his daughter Alexandra he hands over the responsibility of the future of his three sons, a responsibility which she accepts unflinchingly, and discharges with a fine show of acumen. The years pass, two of the youths marry, when fortune brings the railroad and wealth to the pioneers. Alexandra and Emil, the youngest brother, are unmarried. Emil is Alexandra's favourite; she is glad when he and Marie Shabata become friendly; she encourages intimacy between the pair. With extraordinary simplicity this woman, who has never had time herself to think of love, fails to see danger in the friendship between Emil and Frank Shabata's wife. There is a tragic awakening, and we see Alexandra meeting the wreck of her life with courage. As has been said, the book as a novel lacks body, and so falls to pieces when examined; but there is a certain force in the later chapters when the author has warmed up to her theme, and the life she describes is of interest.

The World's Daughter, by Cyril Harcourt. (The Bodley Head.)

A PLEASANT story to while away a holiday train journey. Ursula, whose somewhat rapid fall into love makes the tale, has charm, unlimited inconsistency, and is delightfully superstitious, quite the undergraduate's ideal woman; let us add that she was well bred, wealthy, beautiful, fairly intelligent in small matters though not in big ones, and it will be seen that the most worldly suitor should have been satisfied. The man, Jerry Coltover, writer and slow bowler, is not so satisfactory; to our mind he displayed distinctly poor generalship after a promising opening which owed little to his sagacity but something to his Zingaree tie and the "ice" of spring, as the vernal intoxication has been labelled. Frankly, we do not think such a poor tactician could have been a great slow bowler; it would be rating the intelligence of batsmen too low. The machinery used to bring about an inconsequent but happy ending is badly worn, and clanks sadly. Still, the tale is sufficiently interesting to fill a Sunday afternoon.

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CORRESPONDENCE.

AIREDALE V. COBRA.

SIR,—The accompanying account of an Airedale attacking a cobra received from my son residing near Nairobi may be of interest to your readers: "I had a nasty experience the other day when returning home. On crossing the bridge I stopped to see the dogs come through the water. When the Great Dane was in the middle of the stream he suddenly had a panic and rushed out. I went to the edge to look, and a huge cobra reared up in front of me, hissed and spat. Having no stick handy I had to retire, but not before the Dane had received some spit in his eyes, which nearly blinded him for two days. I went to fetch a long pole to beat the grass, and saw him twice without being able to kill him. I resolved to do so the next day, so took my gun and failed to find him at about 10 a.m. However, on coming back at 1 p.m. from the coffee plantation I again searched for him, when Buster (my Airedale) started barking like mad in some sugarcane not fifteen yards from the bridge. I ran to him, and there under a castor-oil tree were Buster and the snake facing each other not two feet apart, the latter spitting like fury. I fired, aiming at the hood, and at the same moment Buster rushed in and seized him, and shook him as he would a rat, and seemed reluctant to give him up to me. As I was nearly frantic, I probably frightened him. It seemed ages before I got hold of the dog. All the time his face was being covered in gore, and I saw the snake writhing and striking in his death agony. Of course, I gave up my old dog for lost, and it was a very bad few moments I went through. You can imagine my relief when, on catching hold of the dog, I found the cobra's head had been blown clean off and only the stump of his body left, and that it was the snake's blood and not Buster's that I had seen covering the dog's face. All the same, he was very ill for a couple of hours, and could not open his eyes for two days afterwards owing to the spit that went into them. He was, of course, not bitten, as that would have killed him in twenty minutes, but he must have received a trace of poison in a scratch or two he had on his face. The snake, or rather what was left of him, was four feet eight inches long, and his hood must have been six to eight inches across."—CHARLES F. GOOCH.

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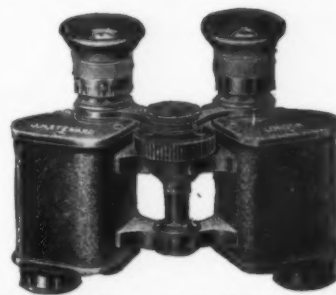
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FOR TOWN AND COUNTRY.

FOR AUTUMN PLANTING.

IN the autumn catalogue recently issued by Messrs. Pennell and Sons of Lincoln, special attention is given to the indoor cultivation of bulbs, a subject which of late years has commanded considerable attention from growers and excited a good deal of interest, especially among town dwellers and those whose forcing accommodation is limited. Where amateurs generally fail to obtain good blooms is in using ordinary bulbs, or in trying to utilise those of a previous season a second time. To flower well, bulbs for bowl cultivation must be especially grown and prepared. They will do well afterwards in a garden, but not indoors. Messrs. Pennell have a very good selection of plants suitable for the purpose, including less usual subjects, such as *Iris Reticulata*, scillas, snowdrops, etc. Their outdoor bulbs are remarkable for fine quality and moderate prices, and it must be remembered that anything coming in good condition from this easterly nursery must perforce be absolutely hardy. Nor does this imply that only the commoner varieties are offered. Among the less familiar bulbs we noted the beautiful Snake Arum, whose velvety maroon blossoms are not as well known as they deserve to be; the sweet-scented sacred black arum, and lilies, irises, cannas, etc., in great variety. In the latter part of the book will be found very complete lists of plants for various purposes, such as plants for rock and wall gardens, for water, water's edge and moist places, for the wild garden, etc., and throughout it is admirably illustrated and full of valuable cultural hints.

A COMFORTABLE GOLF SUIT.

A few years ago the golfer's motto had to be "Ease before elegance," but the ever-increasing popularity of the game has given



FROM KENNETH DURWARD.

which is called, for purposes of distinction, the "Sunningdale," looks extremely well in a Scotch or Irish homespun, cheviot or tweed, in all of which Kenneth Durward has a number of new and exclusive designs and colourings.

"TO BLESS A THIRSTY THROAT."

Though there be sundry prejudiced folk who argue that since water is the only natural liquid, therefore water is the only natural drink, some people cannot drink water pure and simple, while many require a mild stimulant. Then, too, many people who need a stimulant have gouty tendencies which prohibit the use of red wines, whereas a sound cyder is of actual benefit to them. The curative qualities, of course, vary in different brands, but one most warmly recommended by doctors, is Whiteway's Woodbine Blend Cyder, which is prepared specially for gouty and rheumatic subjects. It is made from the pick of the apple crop of Devonshire orchards, on a soil which in itself contains elements antagonistic to these complaints, and analysis shows it to contain a minimum of sugar and alcohol, while its quality is extremely delicate, neither syrupy nor sour. Whiteways, having lived in the same neighbourhood since the

reign of Edward I., the firm doubtless have an inherited instinct for cyder-making; but modern science and up-to-date methods have combined with original experience to produce the extraordinary variety of brands for which the firm are now famous. Space forbids our enumerating them here, but we would advise those of our readers who wish to give Devonshire cyder a fair trial to write for a price-list to Messrs. H. Whiteway and Co., Limited, Whimble, Devon, and at 22 and 23, Albert Embankment, S.W.

INDUSTRIAL LOCOMOTION IN SWITZERLAND.

One so entirely associates Switzerland with summer tours and winter sports amid a general setting of exquisite mountain scenery, that few people are aware of the industrial interests of the country. Yet mountains which excite the climber's thirst for conquest are also rich in many kinds of valuable raw material, which, thanks to the unlimited supply of power afforded by the glacial

streams, are easily accessible even in those places which cannot be served by a railway. Our illustration shows how this is done by means of a wire ropeway, and how for once industrial activity does not appear to have interfered to any appreciable extent with the beauty of the landscape; in fact, against the glittering snow the perspective of the dark stands and cars seen clearly in the far distance is rather fascinating than otherwise. The ropeway is on the well-known system of Bleichert's Aerial Transporters, Limited, London. It has been built in the Canton Waadt to carry gypsum from a quarry to the works, a distance of 3,600ft. For economical and efficient means of transport these aerial installations can hold their own against difficulties which no railway could overcome.



AN AERIAL TRANSPORTER IN THE CANTON WAADT.

SOME NEW BULBS.

Messrs. Webb and Sons of the Royal Seed Establishment, Wordsley, Stourbridge, are sending out a very comprehensive and excellently illustrated catalogue, which contains not only flowers, but also vegetables for autumn planting. This firm's bulbs are grown in Holland, and whether the Dutch soil is particularly kindly or the Dutch methods of cultivation more than commonly skilled deponent knoweth not, but they certainly can offer a magnificent variety and unquestionable quality both in tulips and hyacinths. A very attractive group of the last-named flower are the miniature hyacinths, a dwarf variety admirably adapted for growing in small pots or dishes in water, sand, fibre or moss. They are very decorative in colour and beautifully proportioned in growth, and form a welcome change to the Roman hyacinths generally utilised for groupings, or the single specimen glass flowers. Messrs. Webb also have some good new crocuses, of which Kathleen Parlow (white, with orange anthers), White Lady, Pallas (lilac striped) and Scipio (white, with mauve stripes and purple base) are very long bloomers. For pot-culture the immense blooms of their Mammoth crocus in a variety of colours are specially suitable, and they are also a well-wearing and effective type in the open ground. A very helpful feature of the book is the collection of bulbs suitable for moderate-sized gardens and greenhouses.

THE CANADIAN PACIFIC RAILWAY.

We have pleasure in announcing that Mr. John M. Gibbon, at one time Editor of *Black and White*, has been appointed Publicity Agent of the Canadian Pacific Railway Company, with office at Windsor Street Station, Montreal. Until this promotion Mr. Gibbon held the position of Advertising Agent for the Company in London, and has now secured what is probably the most coveted publicity post in America. He is a Scot by birth, his father being Sir William Duff Gibbon, and apart from his editorial work is known as the author of a very able book, "Scots in Canada."

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